



## SAF Station Meeting Minutes for January 11, 2024

By Richard Schaper, Secretary

All photos (except Google) by Dick Enersen

The first meeting of the new year was held at the beautiful Sausalito Yacht Club on 1/11/24.

### THOSE IN ATTENDANCE (51):

Zia Ahari, Skip Allan, Helen Babais, Don and Joan Bekins, Clark Beek and Alison Cooke, John Caletti, Rowena Carlson, Mary Crowley, Tom Condy, Dick Enersen, Peter English, Robert Fairbank, Kellie Fennessy, David Fullagar, Bob and Kristi Hanelt, Wyman and Gay Harris, Chuck and Susan Hawley, Todd Hedin, Stan and Sally Honey, Fred Huffman, Stafford Keegin, Terry Klaus, N, Jonathan Livingston, Mary Lovely and Jim Quanci, Jim Lussier, Steve Mason and Ginger Soulders-Mason, Joan McCune, Bill Mittendorf, Bruce Munro and guest Jim Lussier, Christopher Parkman, Synthia Petroka, Michael and Susan Proudfoot, Randy Repass and Sally-Christine Rodgers, Jim and Martha Robinson, Robby and Dolores Robinson, Richard Schaper, Sylvia Seaberg, Beau and Stacey Vrolyk.



Sausalito Yacht Club  
as "seen" by Google Earth.

### REAR COMMODORE'S REPORT- Chuck Hawley

Chuck welcomed the members to the first meeting of the year. Great turnout, in a gorgeous location. Here is the gist of what Chuck had to say:

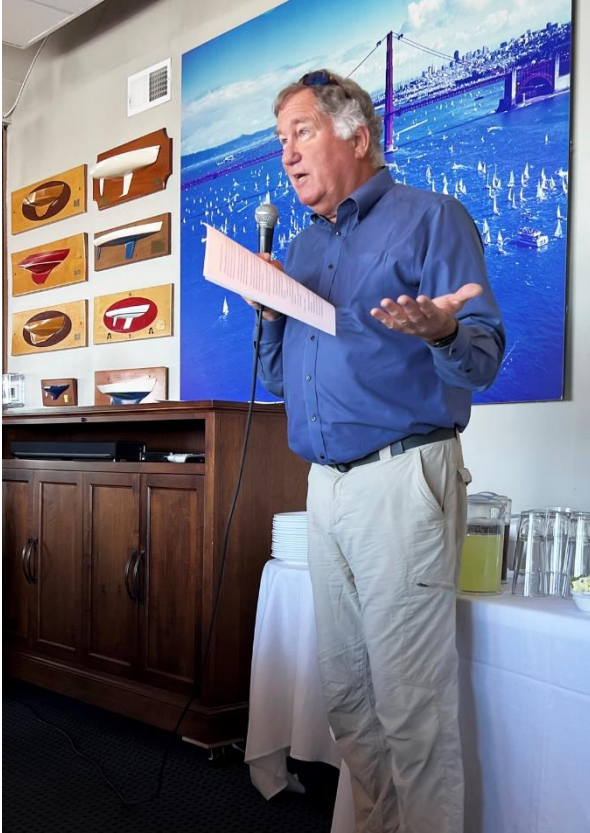
From my training at West Marine, Bottom Line First. We have a financial challenge currently, caused by our inability to budget correctly for the Holiday Party. Briefly, we have received a second bill from SFYC for Service and Sales Tax, and it pushes us pretty close to having no reserves.

Quote from Timothy Snyder from his book, On Tyranny.

*"Make eye contact and small talk. This is not just polite. It is part of being a citizen and a responsible member of society. It is also a way to stay in touch with your surroundings,*

*break down social barriers, and understand whom you should and should not trust. If we enter a culture of denunciation, you will want to know the psychological landscape of your daily life.”*

I think I speak for many of us in the San Francisco Station when I say that this captures one of the primary reasons that I enjoy being a member of the station. I look forward to our casual meals every month, meeting new members, getting caught up with old friends, and generally engaging in small talk. It’s important, as Professor Snyder points out.



Almost all of what we do at the San Francisco Station is in support of Professor Snyder’s advice. We hold communal meals, we communicate about members who are at sea, we celebrate awards and accomplishments. I think it’s the primary responsibility of the officers and committee chairs to facilitate our “eye contact and small talk”, which is generally about cruising, but also just about keeping in touch.

I want to give you a brief overview of the typical finances for a year at our station. We have three main sources of income:

1. Dues from each of you, which amounts to about \$4500 per year. That comprises our dues for members of \$50, and our non-local dues of \$25. I don’t know about you, but I don’t have many boat-

related expenses which are this inexpensive in my life. However, approximately 25% of our members didn’t pay their 2023 dues, which we’d like to correct this year.

- a. A note about dues. 3 out of 9 stations that I contacted charge “station dues” and six do not. Much of this relates to how active each station is...
  2. The national organization provides us with about \$2500 per year, based on how many members we have.
  3. On occasion, we make money on providing meals, but this doesn’t amount to much, and we plan for break even.

So what are our expenses?

1. Subsidizing some of the meals, paying credit card fees, etc.
2. Printing the roster.
3. Engraving existing trophies and buying new ones.
4. Paying for the meals of our speakers
5. Paying for travel for the RC to attend the annual meeting

6. Paying for flowers when someone crosses over the bar.

Generally, we break even, or intend to break even. However, for the Holiday Party, we tried to keep the per-person cost reasonable, while also subsidizing the wine and appetizers, and renting a lovely facility. From all that I've heard, our members loved the Holiday Party. But it was in the red by about \$5000, and essentially wiped out our checking account.

So, we start the year with no money in the bank.

Richard, Synthia, and I are taking the following steps to keep this from happening again:



1. We're doing a full audit of the planning and the outcome of the December dinner so we understand how we so poorly budgeted for it. I can tell you that some of the problem lies with delicious but unbudgeted additions, like a round of appetizers, which can run \$600 for a party of that size.
2. We're going to price our meals for 2024 at 40% over the individual head cost quoted by the yacht club. 20% of this will pay for service, 10% will pay for sales tax, 3% will pay for credit card fees, and 7% will be kept as a reserve. I don't want to subsidize meals this year unless our fortunes change dramatically.
3. We are going to give you better accounting reports every month, without making you unpaid associate treasurers. One of the metrics will be how we're doing on collecting dues.
4. Finally, we're going to have consistent, friendly, but effective reminders about staying current on dues. However, you should all know that if anyone has a hardship and cannot pay their dues, they can be a Seafarer member with all privileges without having to pay annual dues.
5. I have one other issue that I want to bring to your attention. It's a little confusing how to list our members' names in the minutes and elsewhere since we have couples who are both members, couples where only one spouse is a member, lots of different last names, etc. If you are unhappy with how your name appears in the minutes, please correct us and we'll do our best to list it as you would prefer.

Finally, my expectation is that you'll be hearing reports from our various chairs each month, and won't be subjected to long speeches from the Rear Commodore. At least, that is the goal.

Chuck reminded the station that **Dick Enersen** is retiring as our official photographer after 15 years of service. This elicited a round of appreciative applause. Dick said that his offer of matching gifts to "Sail2Shelter" program still stands.

### TREASURER'S REPORT- Synthia Petroka

We began the year with \$1,702.07 in the bank account, and our current balance is \$3,076.25.

I can report that in 2023, we ended with 101 members, of whom 75 were paid in full for the year.

### CRUISING REPORT- Bill Mettendorf



Nobody expressed interest in the traditional cruise to and raft up at Clipper Cove for New Year's Eve 2023. We will try to drum up interest to revive it in 2024.

April 26-28: Cruise to Westpoint in San Mateo. This marina is a lovely, new facility and very accommodating to visiting boats. The Westpoint Club has a new clubhouse and will provide us with space and any food/beverage service we desire.

If there is interest, we could plan a late October cruise to Montezuma Slough and Suisun City.

There was a suggestion for returning to Tomales Bay in September. Bill said that he would not be available then but perhaps someone else would like to organize it.

### MEMBERSHIP REPORT

In Moe's absence, Chuck reminded those present that an email had been sent out soliciting input on the candidacy of Rodney Pimentel.

### ENVIRONMENT OF THE SEA REPORT- Rowena Carlson



Rowena referred us to her column in the latest *Waypoints*. This is my annual report on the status of the Albatross colony nesting on Midway Atoll as well as the general environmental conditions. Some of you may remember that I spent 6 weeks as a volunteer there during the winter of 2018-2019.

As you can see from the January Environmental Moment, Laysan Albatross Wisdom, the oldest know banded bird (at least 73 years old), is courting again after her mate has not shown up for a few years.

Please look at the video of the courting dance. It is hilarious. Hopefully she will nest next winter with a new mate. Her offspring continue to show up and nest in the same area she was born. As for the overall albatross nesting count, it has been reported that the numbers for Laysan Albatross are at the lower end of previous counts, but the Black Footed Albatross population continues to increase. The single pair of Short Tailed Albatross has hatched another chick. This is great news.

There is a lot of erosion on Eastern Island, some on Sand Island (the main island) and very tiny Spit



Island and Eastern are now connected. More intense storms and sea level rise are taking a toll. But the translocation of endangered Black Footed Albatross chicks to Oahu and to Guadalupe Island have been very successful. The Black Footed like to nest very near the water so their homes are the most in danger.

### HISTORIAN'S REPORT- Bob Hanelt

(RC Chuck pointed out the generous spreads that Bob secures for our station in the colorful *Waypoints* magazine—in the latest issue 3 full pages plus the cover!)



Bob described 4 CCA Publications: *Blue Book*, *Waypoints*, *Voyages Magazine* & Spring & Fall *GAM*. He is gathering information for the SAF Station's Report in the 2024 CCA Spring *GAM*. (Also, much-beloved SAF Roster.) Please let him know what your Spring/Summer Cruising plans are as you cruise and send him brief accounts with photos for *GAM*.

### **Our current cruisers:**

1. Next month **Banu Oney** and her husband **Peter Saggars** plan to cruise *Denize III* from Nelson, NZ to the Bay of Islands and then continue to New Caledonia and Australia.
2. **Sylvia Seaberg** and **Tom Condy**, who are here today, will return to their yacht *Cinnabar* in Fiji and resume cruising the Fijian islands—focusing on the Lau Group and Eastern Fiji.
3. In the Ocean Global Challenge Race around the world **Ronnie Simpson** is still in 3<sup>rd</sup> place, even after stopping in Hobart, Tasmania, for necessary repairs to his yacht *Shipyard Brewing*, and has some 11,123 NM to go. He is trailing the young American woman, Cole Brauer, who is currently some 1,117 NM ahead of Ronnie. Cole is sailing an Owen-Clarke Open 40, *First Light*, designed by **Ashley Perrin's** husband, who many of you know, **Merfyn Owen**. Cole has been hove to in a fierce Roaring 40's storm. Her current position is 46S & 144W, heading NE working her way out of the storm.

4. **Jason Deal** set sail for the South Seas, in *Deguello*, and is now in French Polynesia. By not paying his dues, Jason has effectively resigned from the CCA.
5. **Randall Reeves** has *Moli* in Homer, AK, on the hard but, when Spring comes, he and his crew, Harmon Shragge, intend to transit the NW Passage to Nova Scotia to lay up *Moli* and, in 2025, they intend to sail south, ‘round Cape Horn and sail up the Pacific Coasts of the Americas to San Francisco thus completing a “Wrong way” Circumnavigation of the Americas.
6. Jeanne Socrates is in Auckland, NZ, and has been cruising the North Island from her NZ “homeport” of Whangarei. She sailed *Nereida* single handed from Victoria, BC, to New Zealand and, along the way, she was inducted into the Cape Horn Hall of Fame, joining our colleague **Stan Honey**, and she enjoyed her 81<sup>st</sup> birthday. (Dee Caffari, MDM’s crewmember is also in the Cape Horn HOF.)
7. **Anders Swahn**, living in Germany, has put his nearly new 121-foot LOD, 3-masted Alden schooner *Wolfhound* up for sale, at 6.5 Million Euros, and is considering a smaller yacht that he and his girlfriend can sail by themselves.

**SAFETY MOMENT- Chuck Hawley**

In the interest of time, Chuck referred members to the safety moment in the February edition of Waypoints (which is appended to the end of these minutes). He also invited someone to volunteer to provide monthly safety moments going forward, since he is now serving as rear commodore.

**PROGRAM CHAIR-- MARY CROWLEY**

Mary provided this outline of what lies ahead:

Month	Proposed Date	Location	Speaker
December	12/6/23	SFYC	Chris Ottowoski
January	1/10/24	Sausalito YC	Stan, Sally, Chuck: Safety Panel. What's new, what's on the horizon.
February	2/7/24	StFYC	Joe Ferrall
March	3/6/24	Pt San Pablo	Maybe no speaker
March Two	3/27/24	StFYC	Sylvia Earle
April	4/3/24		Cancel due to 3/27 meeting?
May	5/1/24	Spaulding Mar Ctr	

June	6/5/24	Santa Cruz	MBARI, Aquarium, Mark Shelly, Randy Repass, Peter Newfield (Bob H friend)?
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Mary then introduced our speakers, **Stan Honey** and **Sally Lindsay Honey**, by noting that they are some of the most celebrated CCA members from both a racing standpoint and also from their contributions to the sport. Stan’s ocean racing record is incredible: at various times, he’s held the record for the fastest East to West Atlantic Crossing, the fastest circumnavigation, the fastest Sydney Hobart Race, the fastest Transpac in a monohull, and many other course records. He’s served on countless technical boards in support of major races as well as the America’s Cup. He has won three Emmys for his work in television sports, by making three different sports much more relatable for the audience, including the arcane tactics of sailboat match racing in the America’s Cup.

Sally is Stan’s partner in life as well as sailing. She was the one helming their 505 in World Championships, and would frequently be one of very few women in the fleet and the only woman to helm the boat. She’s been successful as an ocean racing skipper as well, sailing Illusion, Sally and Stan’s Cal 40, to a 2nd in Class finish with an all female crew in 2005. Sally and Stan doublehanded Illusion to a record finish in the 1996 Pacific Cup, winning the race overall.

“Spinnaker Sally” was well-known by sailors for years for building excellent dinghy and keelboat sails for Bay Area sailors, operating her loft in the same building as the original West Marine in Palo Alto. She later tackled technical sewing contracts for many military industrial companies, using incredibly strong fabrics that required liquid nitrogen-cooled needles for stitching. While she built the assemblies exactly as required, in many cases she never knew what the final product was.



Sally Honey introduced us to the complex alphabet of acronyms for various organizations which have often conflicting regulations for sailing safety and racing. Both Sally and **Chuck Hawley** played a significant role in the latest edition of *Safety at Sea: A Guide to Safety Under Sail and Personal Survival* which now accompanies US Sails Safety at Sea seminars. This

benefited from Sally's participation in investigating manifold incidents at sea. Sally spoke of the multiple role played by the US Sailing Safety at Sea Committee which is one of 140 national authorities. Safety Equipment Requirements has distilled a much larger and more complex array of pre-existing regulations. Sally reviewed a great number of examples of safety concerns which are covered by such regulations and related to efforts to make them simpler and more consistent.

Stan Honey then took the floor and in the interests of time confined his remarks to three examples of current issues. One was raised by advances in autopilots which when equipped with radar to see the water in front of the boat can out steer a human at the helm. The Oceanic and Offshore Committee of the World Sailing Conference, of which Stan is a member, recently recommended allowing autopilots but limiting autopilots from using measurements of the wind and water distant from the boat. Another is consistent interpretation of "freely available" outside assistance referring, for example, to purchased weather information provided that it is not customized, for example, with routing advice. A third matter had to do with the recommendation that boats built after 2026 shall produce at least 20% of the energy that is used while racing, other than propulsive wind power, from renewable energy sources. The question of whether a sustainability requirement for example of 20% might be met by the use of B20 diesel fuel was also addressed. Stan emphasized that the optics of our sport must be considered. The required location of the AIS antenna which must be at the mast head with a splitter for the VHF in order to achieve a line-of-sight of sufficient range from the vessel—for example in communicating with a Person Over Board's personal AIS beacon.

A brief period of questions was entertained before RC Chuck was forced to call the meeting to adjournment with a round of applause for our outstanding presenters.

- Our next meeting is scheduled for February 7 at the Yachtsmen's Lunch at St. Francis Yacht Club when the speaker will be Joe Farrall.



- Please send corrections to these minutes to the Secretary at [rlschaper@gmail.com](mailto:rlschaper@gmail.com). Thank you!



## No Apparent Cause

*“From the CCA School of Hard Rocks  
...lessons learned in pursuit of the Art of Seamanship”*

By Chuck Hawley, SAF Station

In 2019, Susan and I had invited three other couples to join us on a Croatian sailboat charter, where we'd reserved a nearly new Moorings 4600s in Marina Agana, near Split, Croatia. The three couples were our closest friends, two of whom had substantial sailing experience while the third couple was positive and eager to learn.

Around the fifth day, we were powering along the north coast of Hvar Island when a loud buzzer sounded, indicating that our port engine was having an issue. We shut it down, and continued under our starboard engine alone. I pulled up the engine hatch, which allows complete overhead access to the engine, plus the ability to climb down for almost 360 degree access. There was a faint sweet odor which I could not identify, and the engine seemed pretty hot, but nothing looked amiss. The oil level was fine, the raw water strainer was full and didn't have any debris in it, the hoses all looked good, and it just wasn't obvious what the problem could be.



A sistership to our Moorings charter cat. We used to call these “Marina del Rey Racing Strines”



Stern-to mooring with lazy lines requires a deft hand on the throttles, especially with a crosswind.

There did seem to be some sort of moisture on the interior surfaces of the engine enclosure, but those surfaces led down to a gel-coat covered bilge pan, intended to keep any engine drips from going beyond the engine and messing up the rest of the bilge.

Then I noticed the reservoir for the engine's closed-loop cooling system. Since the combination of a thermostat and a heat exchanger keeps most marine inboards at very stable temperatures, it didn't occur to me that we could be low on coolant. After I carefully removed the pressure cap on the reservoir, I couldn't see any coolant in the tank. But how did the coolant

escape, and where did it go?

As I mentioned, access to the engine(s) was from the top, and it was natural to put your foot on the top of the engine. A hose that contained coolant was on the top of the engine, and as I grabbed the hose to check its security, a crack in the wall of the hose opened up right next to a barbed brass plumbing fitting. Apparently, repeated footsteps from well-meaning mechanics on top of the engine and its hose fitting had cut the hose enough to let the coolant spray out and coat the interior of the engine compartment. That was the sweet smell that I had noticed. I unscrewed the hose clamp, cut the hose with a sharp knife, and reinstalled it.

But where had the gallon or so of coolant ended up? Additional inspection under the engine solved that problem. In addition to having a fiberglass pan to catch drips, there was also a small automatic bilge pump which had dutifully pumped all of the coolant overboard, leaving just a hint of red fluid surrounding it.

The Moorings had thoughtfully included a couple of quarts of engine oil, some extra briquettes for the grill, and thankfully, a gallon of coolant. After topping off the tank, the engine started immediately and never gave us a moment's trouble.



A dockmaster on the seawall hands you lines which connect to concrete blocks underwater. Very secure, and no need for anchors.

Lessons learned or reinforced:

1. Heed your alarms.
2. Have a systematic process for identifying the cause of engine alarms. While I didn't find a checklist of issues that would cause the engine alarm to sound, I think they would be pretty much the same for any inboard (and most outboard) engines.
  - a. Cooling water flow
  - b. Lubricating oil
  - c. An issue with a belt
  - d. "Fresh" water coolant flow
  - e. Clogged fuel filter?
3. The loss of an engine on a two-engine boat could impact your choices for the rest of the trip. In Croatia, virtually all mooring is done using lazy lines, and requires reasonably precise maneuvering in reverse. Many charterers had some challenges mooring with all systems running correctly; there is no way that we would have attempted this with a beamy cat with only one engine.
4. Bring spares. Having a gallon of coolant onboard was a great benefit. Sure, we could have used water, but that would have caused some mechanic down the line to drain the cooling loop so that they could be sure of the proper coolant mixture.

5. Have documentation. One thing I've noticed on relatively new charter boats is that most have a binder of information from the builder that's very comprehensive. If you have a problem, and you can read semi-technical literature, you can generally solve (or at least diagnose) problems.

*The Cruising Club of America is a collection of passionate, seriously accomplished, ocean sailors making adventurous use of the seas. All members have extensive offshore boat handling, seamanship, and command experience honed over many years. "School of Hard Rocks" reports, published by the CCA Safety and Seamanship Committee, are intended to advance seamanship and help skippers promote a Culture of Safety aboard their vessels*